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COUNTRY Germany (Soviet Zone) REPORT

TOPIC Cottbus Airfield.

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 23 April 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

Document No. 4

1. It was observed on 24 March 1951 that the area of the Cottbus (N 52/A 57) airfield was being extended toward Cottbus, beyond the Cottbus-Burg (N 52/A 47) highway and railroad line. The road leading from Cottbus to Burg has been blocked for some time. The detour to Burg was via Sielow (N 52/A 57). (1)

25X1

2. [redacted] a section of the Spreewald line, a narrow-gauge railroad line, leading from Cottbus to Luebben (N 52/A 28) via Burg, runs through the extended area of the airfield. A concrete runway is to be constructed over this railroad line. It was rumored that the railroad line between Cottbus and Sielow would shortly be discontinued or rerouted.

Traffic on the line across the area of the airfield was allegedly controlled by means of signals. During flight periods the trains had to stop until the starting signal was given by the commander of the field.

3. On 27 March, the fuel dump of the airfield, located along the road to Burg, could not be approached because of road blocks. A driver who had helped in the construction of the fuel dump said that ten tanks each with a capacity of about 30,000 liters were stored there. Contrary to previous observations, the road leading along the southern edge of the field was blocked only to motor vehicle traffic.

4. [redacted] upon completion of construction in Justerbog, the construction workers [redacted] were to be transferred to Cottbus (N 52/A 57) to extend the hard surface runway there. (2)

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5. It was observed at the Cottbus airfield that five men were erecting a construction shed about 300 meters southwest of the western end of the runway. Three piles of narrow-gauge field railway tracks and ten dump

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cars were seen at the construction site. Preparations for an extension of the runway to the west were probably under way. (3) An extension of about 500 meters was possible. Trees about 18 meters high had to be cleared for the extension. The eastern end of the runway could not be seen because all the roads passing there were blocked by board fences 2 meters high. All of the houses east of the approach lane were removed. Work was being done along the highway to Burg which is parallel with the field.

6. Two biplanes and about 25 to 28 Pe-2s were parked in two rows, facing each other in front of the hangars. (4) One hangar which was open was empty. No flights were made on 21 March between noon and 4:30 p.m. There were strong and gusty winds and 5/10 degrees of cloudiness. Work was being done on all aircraft.
7. A roller towed by a tractor was leveling the landing field on both sides of the runway up to the projected extension. A group of eight laborers were excavating on the edge of the runway. No radar sets or individual radio masts were seen on the landing field. There were no night lighting facilities along the runway.

Comments.

- (1) [] the road traffic had to be rerouted because the Cottbus-Burg road was blocked. []
- (2) The length of the intended extension of the runway toward the east is not known. The planned extension to the east was previously reported. []
- (3) This information has not been confirmed [] An extension of the runway toward the west would require large-scale earth moving because the area had to be filled in when it was last extended to the west.
- (4) The field is occupied by a bomber regiment equipped Pe-2s.

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